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*Magazine*

Volume 3 • Issue 1 • 2005



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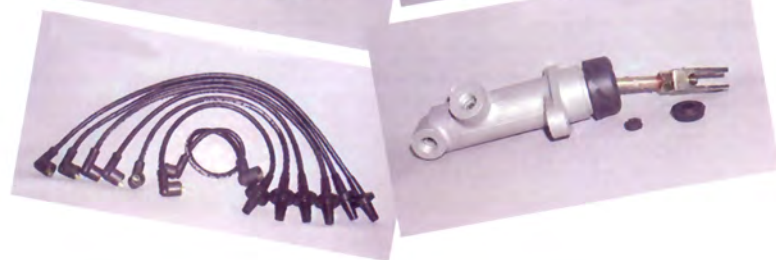
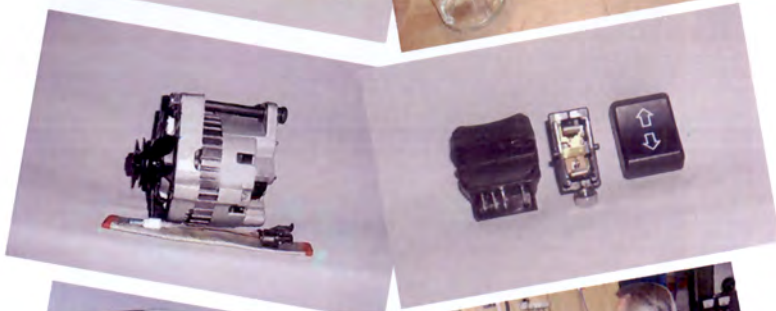
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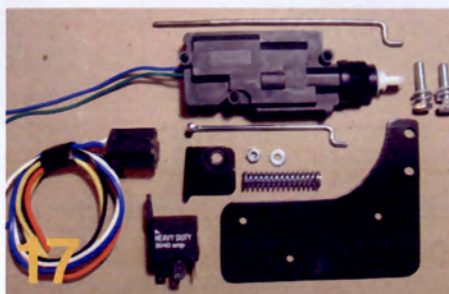
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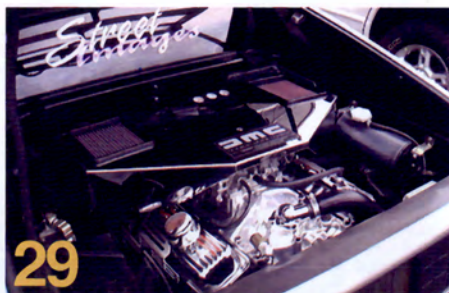
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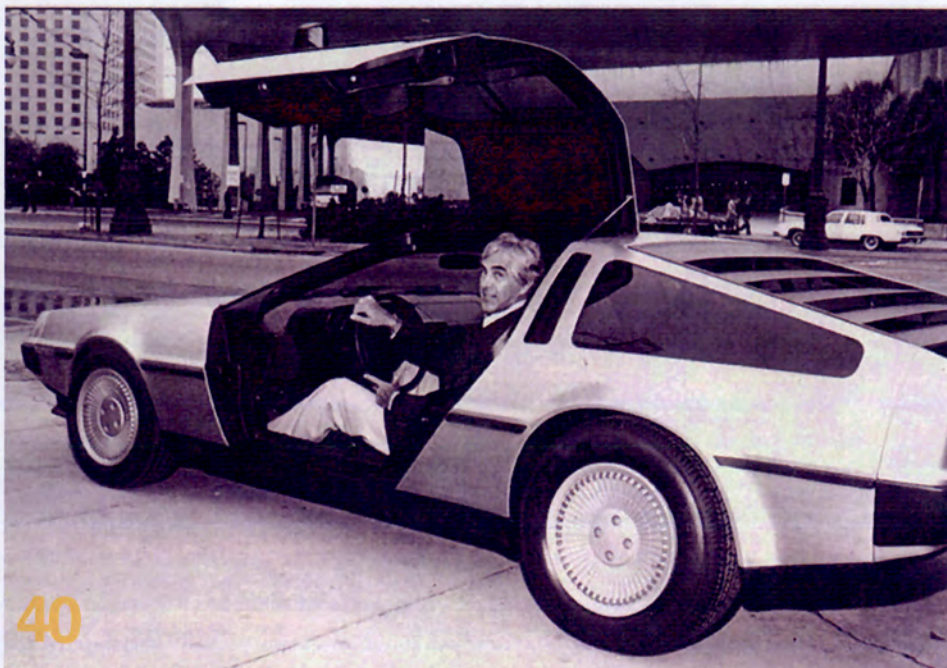
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# DELOREAN JUNE 10-12 HOUSTON TX MILLENNIUM CONCOURS 2005

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# GULLWING

Magazine

Volume 3 • Issue 1 • 2005

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Ron Wester

FROM THE PUBLISHER'S DESK

**T**he last time I wrote comments here, I would have never imagined that the next time I had to do it, John DeLorean would no longer be with us.

Besides a few e-mails, my only encounter with John was at the DeLorean Car Show in Cleveland. He put up with a huge line of D owners wanting autographs and pictures taken. He answered questions from the crowd and told some great stories. He also autographed Cheryl's DeLorean!

Our family wished him a happy Father's Day when we passed him in the hotel lobby. But most of all, I remember running in to him as he was coming out of the men's room. Strange, I know, but he looked at me, smiled, and said, "How's it going?" I simply replied, "Great!" Now I've noticed that not many people will greet you or even make eye contact with you when you cross paths, but John did. He just seemed like a regular guy who enjoyed cars and getting together with others that also enjoyed cars. It says something for a man that will be missed by many that may have only met him once. I know I will miss him.

This issue has some good articles on new products that are now hitting the market. Also included are several great "How To" articles.

I especially enjoyed the "Feature Car" article by Kyle Franklin. I won't ever be telling Kyle that something can't be done!



Cheryl Wester

FROM THE EDITOR'S DESK

**P**ease and comfort to the DeLorean family during this sad time. I'm certain that John will truly be missed by the entire "DeLorean Community", and he will never be forgotten as we continue to hold a special place in our hearts for him and his "Dream".

Although I wasn't able to attend the funeral for Mr. DeLorean, it was an honor to know that we were all welcomed. It's even more comforting to know that many of his fans were able to make the trip to honor the man himself by paying their respects. Thanks to the people who attended for helping to represent our small group of enthusiasts from around the world.

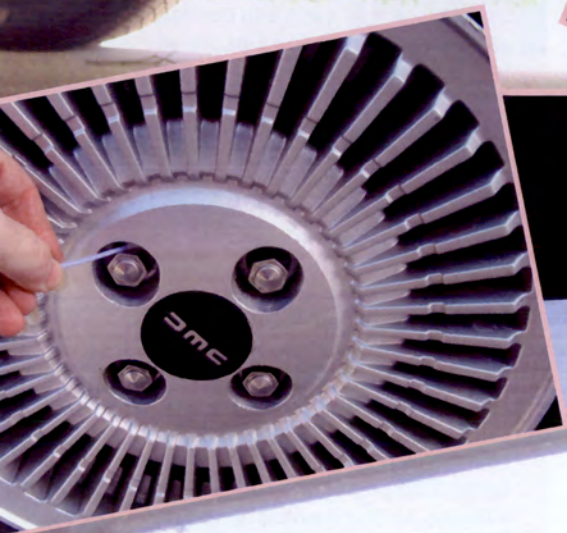
I sincerely hope that you enjoy looking over our photo tribute to John—I know I did. It seemed like the only little thing that I could do to help, and was very calming or therapeutic for me.

I am excited about getting our Ds out to some events in 2005. It's always a good feeling to see the look on people's faces when they get to experience a DeLorean in person. Going out this year will also be more interesting when we take our new "D" trailer.

Looking ahead at the upcoming Concours and open house to be held at the DeLorean Motor Company in Houston this June, we hope you'll find some interesting tips on detailing your car if you're considering participating. Good luck, and I hope to see you all there!

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# CONCOURS:

# THE ULTIMATE DETAILING JOB

By: **Dorothy Bradley Gates**  
Photos & Captions By: Cheryl Wester

**H**ave you ever had someone ask you to write an article and told you it wasn't due for three months? So you say, "Oh sure, I'll be happy to write an article. I've got lots of time." Then you get an e-mail that your article is due in two weeks and you wonder where the time went and how would you ever get it done in time... okay, you know where this article is going. I thought about making the letters at character size 16, but figured they've had that tried before. So, I'm going to get serious now and get to work on my advice, whatever it is worth, on cleaning your DeLorean or other car for a judged Concours or a People's Choice car show.

What do I know about cars you ask? If you are still reading this, not a lot. I started in 1985 entering my 1968 Mustang – yes, it was a "you know what" Mustang, in Concours car shows. There are some things that are the same whether you are cleaning your DeLorean with its stainless steel body, or a Mustang with a painted exterior.

First and foremost, NEVER use a new product the day or week before the show because you do not know how it will affect your car. Your louvers could turn cloudy, or your windows greasy or streaked. If you hear about a wonderful new product, try it a month before or sometime

after the show. That way you can clean up your mess if you have a problem before the next show.

In the old days, 1984, when I joined the DeLorean Owners Association, lots of us used Armor All. Now it isn't thought of as highly as it was back then. When I gave a Concours Judge's speech, I mentioned to everyone "if it is black, we want to see it black", meaning foggy, gray bumpers, tires, etc. were going to get deductions. Do you realize there are a lot of black areas on our cars? When it is black and shiny it looks really nice, but gray foggy is not a great color. If it is black, we still want to see it black.

Also, when I first started judging, most people had never been in a car show with any car, therefore, most weren't even sure what it took to be in a show. Now, many of you have several trophies sitting at home. This article is not for you. This is for the novice or someone that wants to read about the "good ole'

days" and can say, "oh yes, I remember those days". First time out for a car show is traumatic. There is too much to do, and never enough time to do it.

I've met many people that said, "My car is not good enough to be in a Concours or car show." Entering your car does

several things for you. One good thing is that someone judges your car, and lets you know what is missing or needs fixing. The greatest thing that can happen is that even though you get "dinked" a lot of half points on several things, you might still learn a lot about your car, and what needs fixing.

Take the license plate lights apart and clean the inside of the lenses.

When using glass cleaner, coffee filters are supposed to work without leaving lint or streaks, but good ol' newspaper is best, if you don't leave any debris.

Be sure to scrub inside the tailpipe with a steel wool pad or abrasive cleanser, if you'd like to pass the white glove test!

If you look underneath the car, there are two black plugs. I've been told they are seat belt plugs. They are supposed to be black, but, most importantly, they are supposed to be there. Many cars had one or more of these plugs missing. Even half a point can cause you to lose, but if you have your plugs there, you might beat a car that you thought was much better than yours.

Exterior judging is easy in one way. The stainless steel body should look shiny, and should never look like someone wiped it in circles. If you are laughing right now, let me assure you that some owners do not know that the exterior should always be



wiped in a straight line. I would love to mention a certain person's name, but I think it better that I just say that the person was at the Fontana event. If you are a "newbie", sometimes it is better if you just ask an experienced Concours entrant if she (okay, or *he*) has any hints they can give you. Just

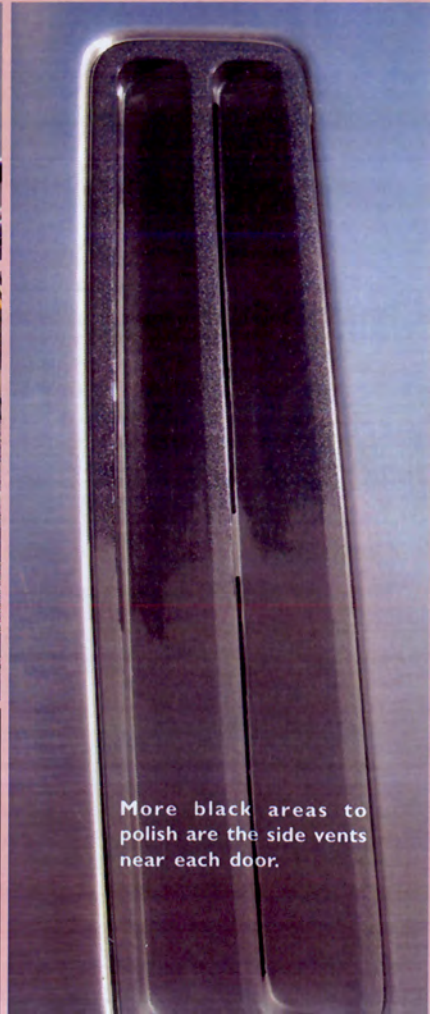
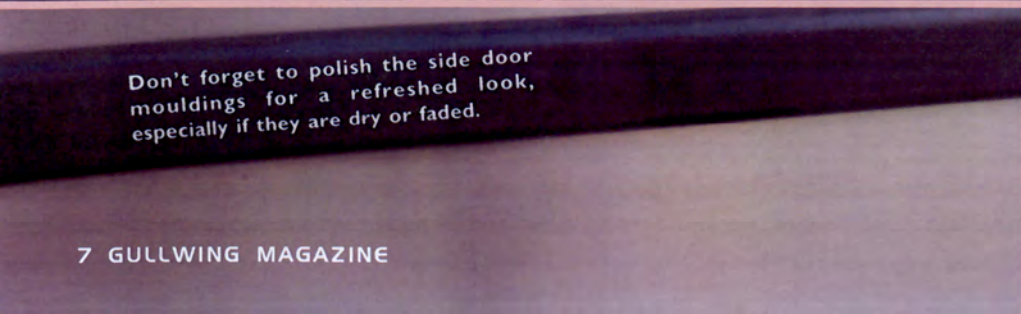
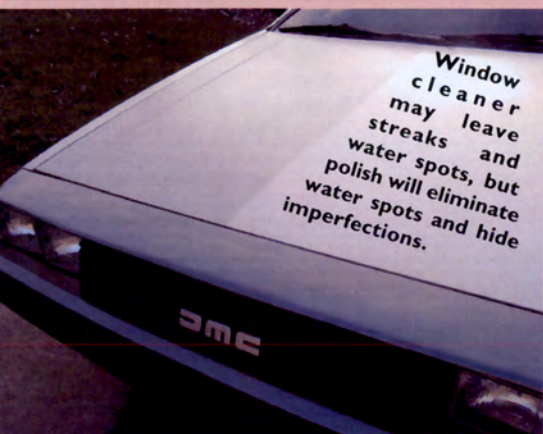
like any hobby, you don't start out knowing everything.

If you want any help, just look helpless or start doing something wrong. My husband, Brian, will be right over there to help you out. Although I'm all for helping you out,

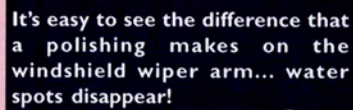
sometimes I would prefer it after the judging is done, not before. You might find that lots of owners are willing to give you advice. That is what is nice about DeLorean owners. We all love our cars, and want everyone's car to look nice.



Air conditioning vents can harbor a collection of dust particles, so don't forget to give them a little attention too.







**Keep  
polish away from  
the mirror surface.**

It may be necessary to purchase a new sun visor sticker from your favorite vendor, if it's missing or in poor condition.

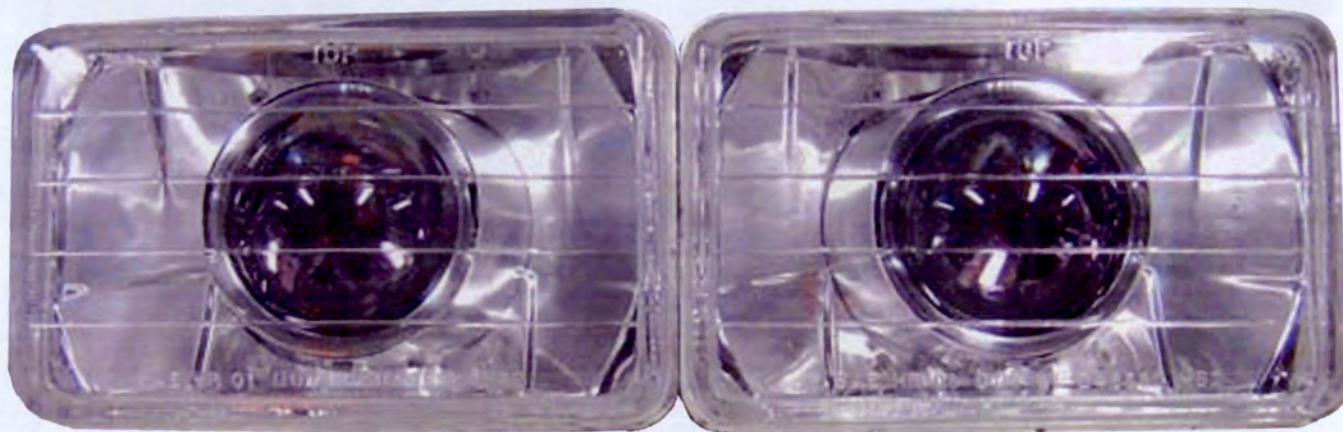
Don't forget to order a new set of stickers for the engine compartment too, especially if they are dirty, faded, or have yellowed over the years.

IMPORTANT  
THIS VEHICLE IS  
NEGATIVE GROUND

Until the next Concours event - get cleaning! Shows are great, but always remember to have fun too.



# PROJECTING A BETTER IMAGE



BY: PETER KUCHAN

Ever since the day I bought my DeLorean, I have always looked into making subtle changes to it that would not only reflect my tastes, but also update the car to what I believe it would have as standard equipment if it were brought out in today's car market. The one thing I always thought was a drawback to the car was the insufficient amount of light that the headlights produce at night. Ever since HID lighting was introduced, I wanted a car that had lighting technology, mainly because of how they look on a car that's coming at you on the road. It gave the oncoming car a more aggressive, almost "robotic", kind of look. It wasn't until I bought my Honda S2000 that I fully realized the benefits of HID lighting. I will honestly say that I would never want to go back to halogens again. Not only does the HID lighting provide the brightest white beam of light, but it also projects the beam wider and farther down the road. After owning my Honda for four months, I started wondering if I could possibly retrofit an HID system into a DeLorean while keeping the stock headlight dimensions. I came across a fellow S2000 admirer who

fabricates custom HID lighting for any make and model of car: Larry Wu, of *HID Performance*. He was excited to take on the project, as he is a big fan of the DeLorean. I explained to him that the purpose of this kit was so the DeLorean community would have an updated lighting solution that can be easily installed, and which would bring a new look to the DeLorean's "face". Before I describe the installation of the kit, I would like to provide facts on the benefits of HID lighting.

HID stands for high-intensity discharge. It is a lighting technology that relies on an electrical charge to ignite xenon gas contained in a sealed bulb. HID lighting doesn't have a filament. It creates light by igniting an arc between two electrodes. HID lights get their name from the intense white light produced by the electrical discharge. HID lamps are also called xenon lamps, referring to the gas inside the lamps. Xenon headlamps are the best vehicle lighting currently available because they offer more light than conventional bulbs, with a visual quality similar to natural daylight. HID lighting systems also run much cooler and use less

power than standard halogen bulbs. HID lights promote safety by providing a better overall view of the roadway, and the ability to see upcoming objects sooner and more clearly.

***Frequently, HID lamps are paired with another advanced lighting technology: projector lenses.***

Projectors look like big glass eyes right inside the car's headlight housings. You will notice them on cars like newer Audi, BMW, Porsche, and the S2000. Having a projector along with an HID lighting system not only brings an edgier appearance to a vehicle, but has benefits of its own when compared to aftermarket HID lighting kits such as the Sylvania Xenarc kits.

There are three major classifications of headlights:

- ◆ Parabolic—where the light source is reflected from a parabolic reflector that determines the main focus of the beam. The front glass is designed to provide some dispersion of the light to each side.
- ◆ Free form—a parabolic light, but with a clear front lens.



- ◆ Ellipsoidal—also known as “projector”. The light source reflects from a parabolic reflector, gets horizontally cut off by a mask (sometimes called a diffuser) in the first focal point, and then gets focused straight again with a curved projector lens.

Projectors create a much sharper cutoff than reflectors. Although

some parabolic reflectors can create good cutoffs, a projector will always be better. The main advantage of projectors is that they can be aimed higher than reflectors because there is no stray light above the cutoff to cause glare to oncoming drivers. This is especially important with high-intensity light sources like HID.

What I presented so far is just

some of the basics. There is far more to know about HID lighting than I could possibly explain in this article, so I encourage you to do your own research into this very interesting automotive advancement. Now that you know a little about how HID lighting systems work, I hope you can see why I was so motivated to put this technology to use in my own car. Now, let's see how you can bring it to *your* car!

The parts required for a DeLorean HID upgrade include:

1. Two housings—with projectors—for the low beams, and two Philips D2S bulbs.
2. Two housings for the high beams, and two H4 bulbs.
3. Two HID ballasts.
4. One Bosch-style SPST relay.
5. Wiring to hook everything together.

To start the project, disconnect the negative battery terminal. (Always do this whenever you do any work on the electrical system.)

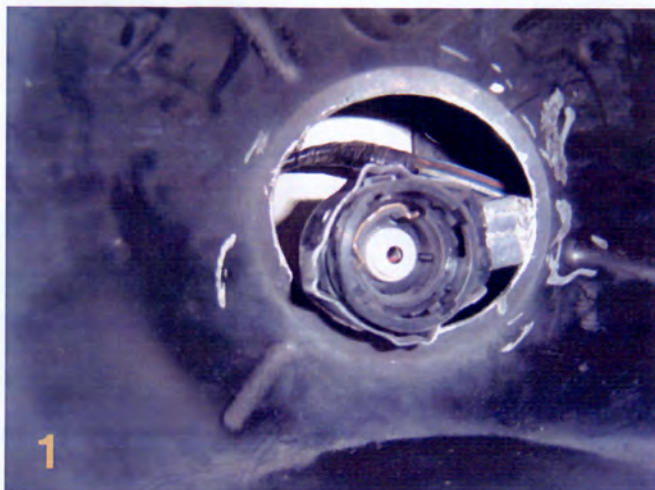
Next, remove the front grille and remove all four headlights. (You do not have to remove any of the stock wiring for this kit.)

The holes for the headlamps in the DeLorean headlight housing assembly are a little too small for the projector headlamps, so you will need to take a Dremel tool with a grinding bit to enlarge the holes (pic 1) for the low-beam housings. You will need to grind away enough metal until the new-low beam housings sit perfectly flush into the brackets. This will be the most time consuming step. Once you have enlarged both low-beam brackets to accept the new housings, it is time to move on to wiring.

One thing you must do is route a single 12-gauge stranded copper wire from the battery to the relay that you'll mount behind the front fascia. To do this, you will need to jack up the front passenger side of the car and remove the front wheel. Now go inside the car, and pull back on the passenger-side floor carpet. You will see (pic 2) that



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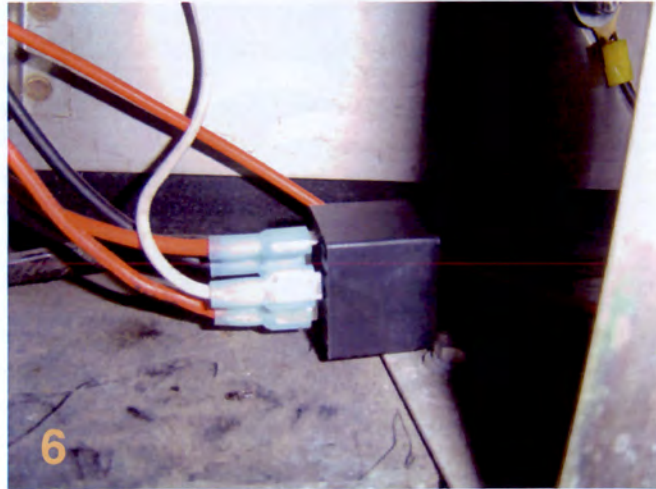
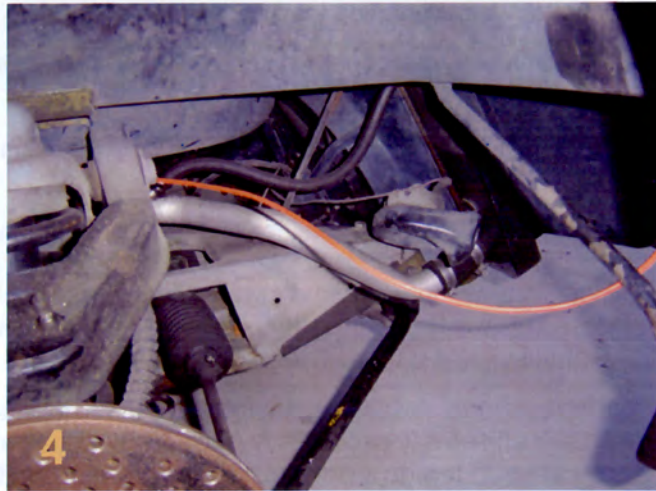


there is an opening in the firewall where the A/C lines come into the car. You'll need a stiff, heavy wire to pull or push the battery wire through this hole. A length of number 12 solid copper wire or a coat hanger will work nicely. Using electrical tape, tape the new battery wire to the stiff wire, so that they won't separate while you push them through the firewall. You need to push the wire in-between the two A/C lines (pic 3) until it comes through the other side. It might be best to have another person help you with this step, so you know if the wire is going through or not. Once you have the wire through the firewall, you will need to feed it up through the fender (pic 4 & 5) until it is up into the headlight area. Mount the

battery wire underneath the car in an inconspicuous and protected manner, then put the wheel back on, and lower the car. With the wire now all the way up to the front fascia, connect it (pic 6) to one of the relay contact terminals. Connect the other relay contact terminal to the +12-volt input on the ballasts. Route the other end of the new battery wire under the carpet to the battery compartment, and install an inline automotive fuse holder close to the end where it will eventually be connected to the battery. Install a 20-amp fuse. Install a ring terminal of the proper size for connecting to the battery on the battery side of the fuse, but DO NOT connect the new wire to the battery yet.

Now go up to the front of the car,

and set both ballasts into the area that is behind the front grille (pic 7 & 8) just inboard of the headlights. In order to get the bulb connector from the ballast to the low-beam housing, you must unscrew the single nut that holds the headlight bracket to the fascia. When the nut is off, pull the bracket forward until it completely clears the stud. Now you can get the bulb connector around the headlight bracket. Once the bulb connector is through, make sure the wire that goes from the ballast to the bulb connector is routed where it will not be pinched under the bracket, and put the nut back on, securing the headlight bracket while making sure you don't pinch any wires. Connect the ground wires from the ballasts to any convenient part of the frame.





Mount the relay to any convenient point using the built-in mounting hole. To secure the ballasts, so that they do not bounce around while driving, you can use 3M VHT tape. This will be more than strong enough to hold the ballasts down.

There are two more wires that need to be hooked up before the wiring is complete. You will notice there are two wires that have single-blade connectors at their ends. One end of these wires gets plugged into one of the original low-beam bulb sockets on the car's wiring harness. The other ends go to the relay coil terminals.

This is how the headlight switch in the car will turn on the whole system; When the low beams are turned on,


these wires will carry the power to the relay which switches power from the new battery lead to the ballasts.

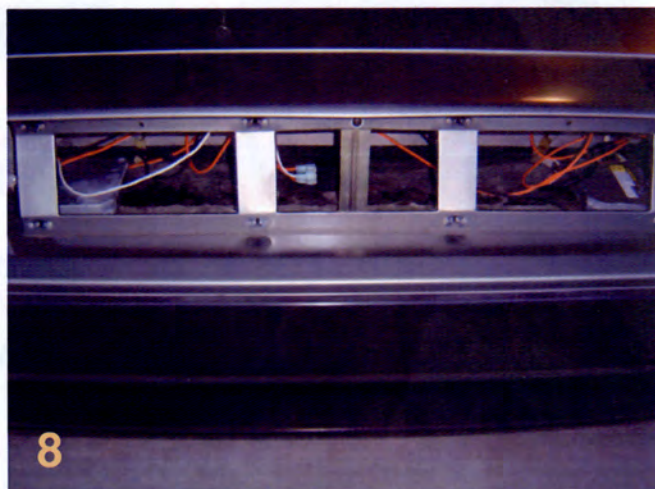
Once you have completed that step, you are now ready to install all four headlights into their brackets.

The high-beam housings will still connect directly to the stock high-beam bulb connectors. Now connect the low beams to the bulb connectors from the ballasts. Once the bulb socket is connected to the low-beam housing, you will notice that the housing does not want to sit perfectly flush into the headlight bracket anymore. This is because the fascia is just a bit too shallow for the low-beam housings to sit flush once it is connected to the ballast. This is really not a big issue,

because you can still mount the low-beam housings without a problem. Once everything is completely back together in the front, you will not be able to tell any difference in the mounting depth.

At this time, you are ready to connect the new battery wire to the positive battery terminal on the battery. Once you have done that, reconnect the battery negative lead, turn on your new HID headlights (pic 9 & 10), and enjoy all that you can see!

Once you have verified that your new lighting system is working, make the adjustments to the housings to ensure a proper beam pattern on the road. Your DeLorean is now equipped with the latest in automotive lighting technology. 







WITHOUT HID



WITH HID



# Special T Auto



**John Hervey**

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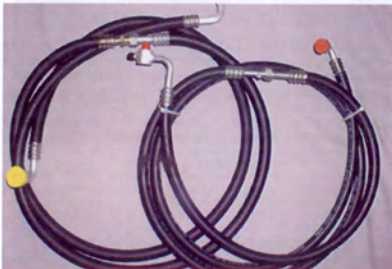
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See our website [www.delorean-parts.com](http://www.delorean-parts.com) and click on part number for details on these accessories.



K2200DP

## WINGS-A-LOFT™ K2200DP - Deluxe Remote Door Opening System

This system has all of the capabilities of the K2100DP, plus an integrated Stellar ST9000 state-of-the-art alarm system. The system also includes two 4-button remotes, lightweight actuators, linkage, and complete installation instructions. However, the Deluxe controller has fewer available auxiliary channels, so there is a limit to the number of add-ons that you can install. This system is priced at \$249.95, the ST9000 comes with a limited lifetime warranty and the available add-ons are:

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### K2903DP - 2-Head Bi- Directional Ultra-Sonic Sensor \$39.95\*

### K2904DP - Battery Back- Up Siren w/Keys \$49.95\*

### K2905DP - Trunk Release System \$39.95\*

### K2906DP - Window Controller \$36.95\*

### K2907DP - Long-Range Pager \$189.95\*



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## WINGS-A-LIGHT™ K3001DP - High-Intensity Discharge Headlight System

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### NOTE:

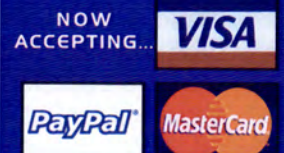
NONE of the Remote Door Opening Systems replace the door lock solenoids with actuators; see the K1007DP Door Lock Actuator Upgrade for that function.



K1000DP

## K1000DP - TOBY-TAB Trailing Arm Bolt Kit

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# SPY PHOTOS

## Work-in-Progress DeLorean Roadster

By: Rich Weissensel

Most DeLorean enthusiasts were first introduced to the idea of a DeLorean Roadster when they saw the cover of the 1987 Winter Issue of DeLorean World magazine. For those who have not seen it, it is a black and white sketch of a DeLorean Roadster concept car.

I was not a member of the DOA in 1987, but I did acquire a copy of that issue (and many others) when I purchased a DeLorean parts inventory from a former DeLorean dealership in the Chicago area. Even though the issue was almost ten years old, it was new to me.

Flash forward to DCS 2000. I met JZD for the first time, and I saw over 100 DeLoreans together all in one place; very inspirational. I made several sketches back in the hotel room at the convention, including rough drafts of a DeLorean limo and DeLorean convertible.

After the show, my focus was on the DeLorean limo drawings, but I did make a final sketch of a DeLorean convertible by January 2001.

In May 2001, I attended the DMCH Open House. On the final evening, a few interesting items were raffled off, including a small framed sketch of a DeLorean Roadster Convertible. James said the sketch had been found in a box of office stuff that had come from KAPAC.

Although I did not win this item, I was able to get a quick digital photo of the framed sketch, which I then compared to my sketch. For DCS 2002, I had a very early version of my DeLorean convertible

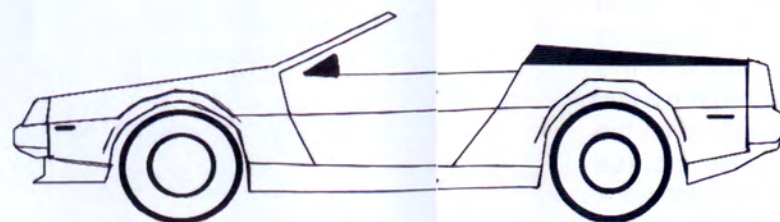
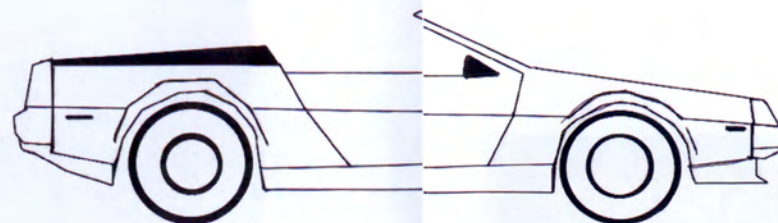
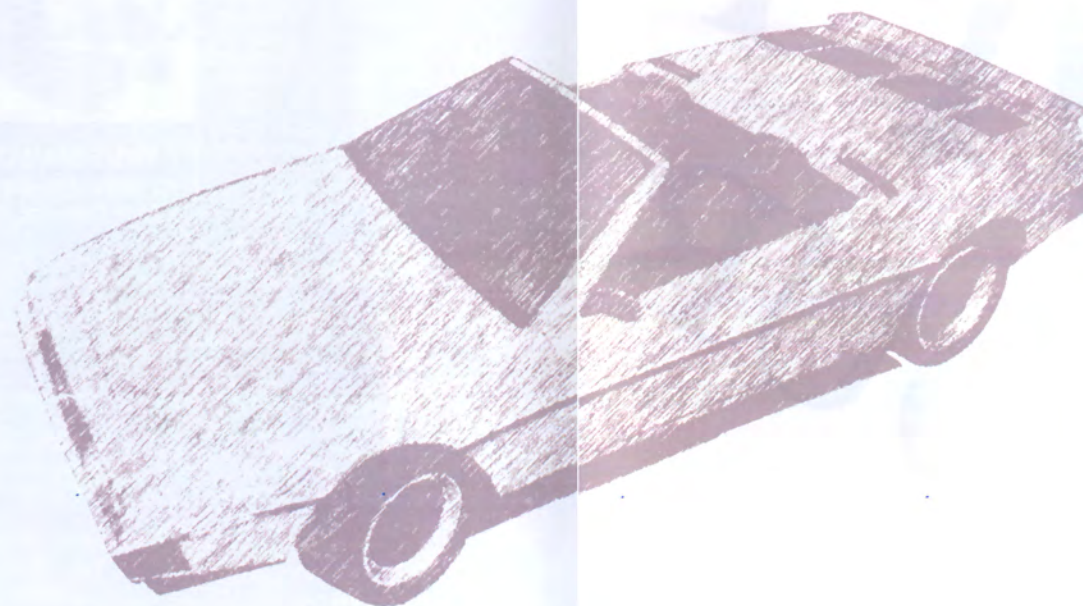
on display, but there were still several major items in the project that were not completed. Dave Swingle reminded me that the car is only a roadster until you give it a top. One top is in the works, and so is the door hinge design. Since I wanted the hinges to be stainless, Pearce Design is now onboard with SS hinge fabrication.

Almost two years ago, I purchased a set of BBS-look wheels and painted the center sections black. These wheels were intended to be installed on my DeLorean convertible, to make my car look like the sketch on the cover of DeLorean World, but after I saw how they turned out, I decided to put them on the Grand National-powered D, since the wheels looked like the ones on the Grand National GNX.

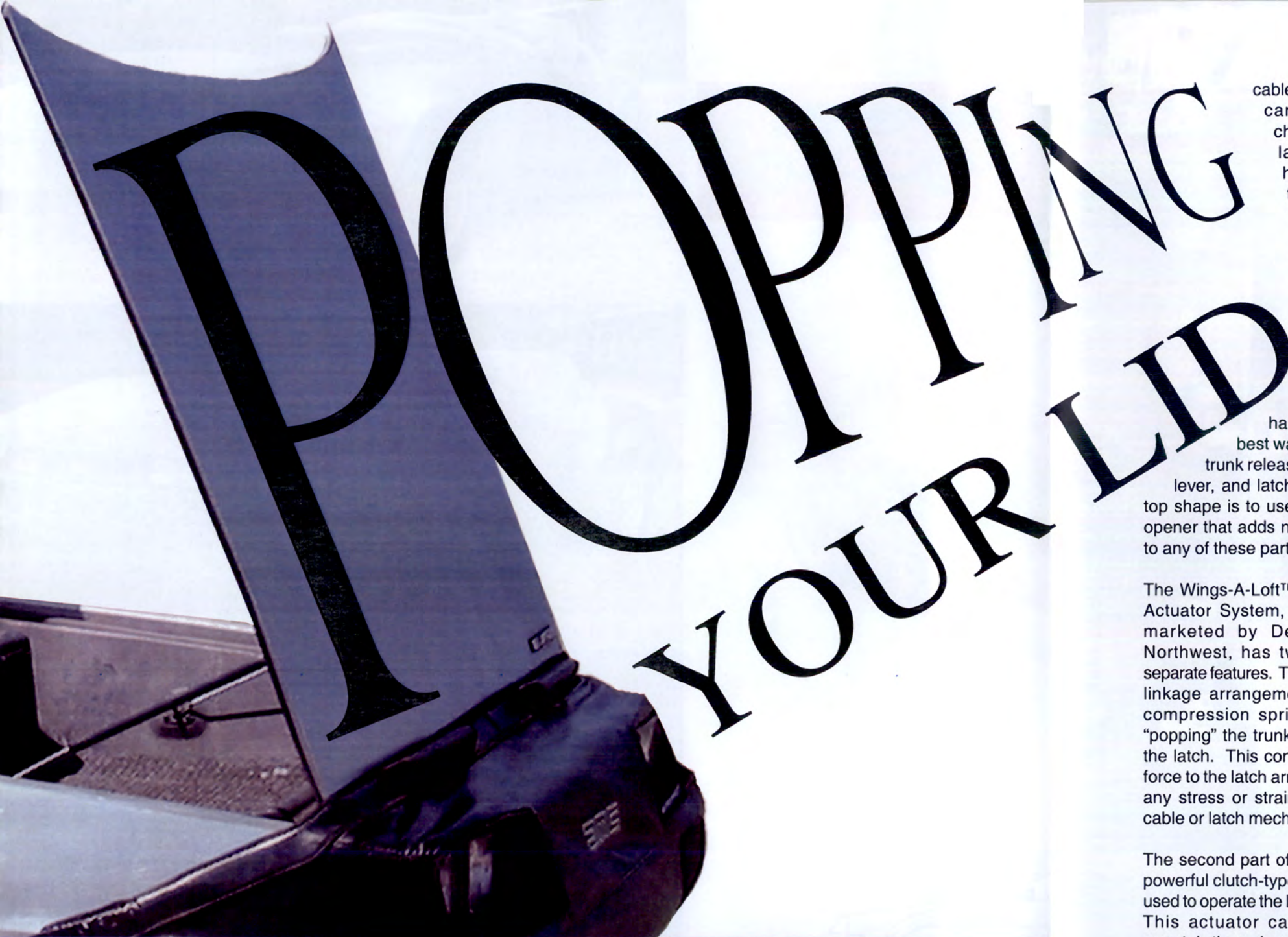
When the grass turns green again here in the Midwest, I think I will put the GNX-look wheels on the DeLorean convertible for a photo op, and position the car the same way it is on the DeLorean World cover. It certainly would make a nice cover shot for when the car is done.

A few months ago, Ron Wester put his "former red to yellow D's" wheels up for sale, and I bought them for my DeLorean convertible project since the 5-spoke design reminded me of the framed sketch. After most of the snow melted here, I put them on just to see how they look.

I took photos, but I did not want to reveal the prototype hardtop, so I instead took "spy photos" with the car partially covered.







BY: TOBY PETERSON, DELOREAN PARTS NORTHWEST, LLC.

Long-time DeLorean owners are a remarkably flexible group of people. In addition to the gymnastic skills involved in getting into (and out of) an extremely low car with the famous gullwing doors, and stretching our necks in all directions to see into any number of blind spots while driving, we also develop the ability to open the trunk lid with our left hand while simultaneously pulling

on the trunk release lever with the right hand. For those individuals who are not so adept at pulling in two directions at once while stooping over, a solution is at hand.

One of the standard modifications that has been tried over the years by various people to get the trunk lid to pop up, and stay up, outside of the latch is to add a stronger tension

spring to the latch arm on the trunk latch. Some people have even added a second spring (figure 1) to augment the first one. The downside to this method of "beefing up" the latch is that it adds to the wear and tear on the release cable, and also creates fretting and galling of the latch hook and catcher loop on the trunk lid. Most DeLorean owners are familiar with horror stories of the trunk release

cable breaking, which can result in tow charges because later cars must have a functional trunk in order to fill the gas tank. Many very creative and devious ways have been developed in order to break into the trunk of a DeLorean when this happens. The very best way of keeping the trunk release cable, release lever, and latch components in top shape is to use a remote trunk opener that adds no extra stresses to any of these parts.

The Wings-A-Loft™ Remote Trunk Actuator System, developed and marketed by DeLorean Parts Northwest, has two distinct and separate features. The first is a unique linkage arrangement that uses a compression spring to assist in "popping" the trunk lid catch out of the latch. This concept adds lifting force to the latch arm without adding any stress or strain to the release cable or latch mechanism.

The second part of the system is a powerful clutch-type actuator that is used to operate the latch mechanism. This actuator can be operated remotely through an existing keyless entry system (such as any of the Wings-A-Loft™ line of remote door openers), or through a push button connected to a relay.

If you don't want the added benefits of remote actuation, the compression spring linkage can be added to the latch as a stand-alone enhancement to the standard latch operation. In this case, you can pull the release lever, and the trunk will pop up and remain up so that you can open the lid at your convenience.

The installation is simple, and requires no new holes or permanent modification to the latch hardware. It should be noted that the compression spring linkage does require a minor trim on the plastic latch cover. This trim, if done carefully, is hardly noticeable to anybody except a Concours judge. If the remote actuator is installed, its housing has a very low profile, so it won't interfere with anything in the trunk. The installation is nearly 100% reversible (except for the plastic cover trim), if removal is desired at some time. The compression spring linkage is fully adjustable, so that the precise amount of "pop" can be dialed in for smooth latch action.

#### Installation Basics

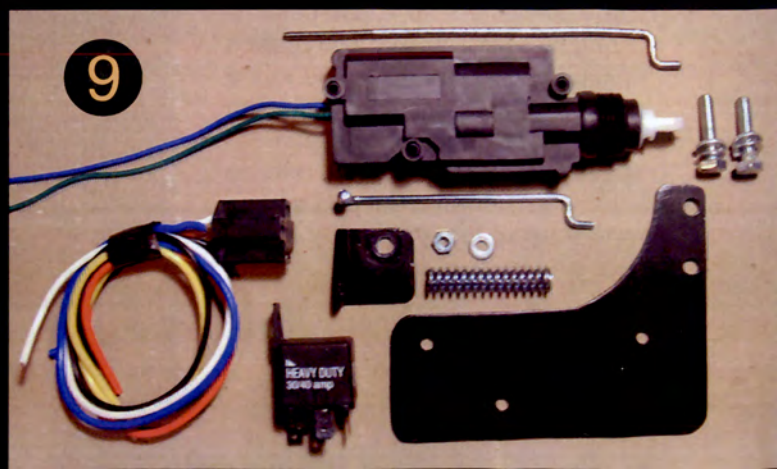
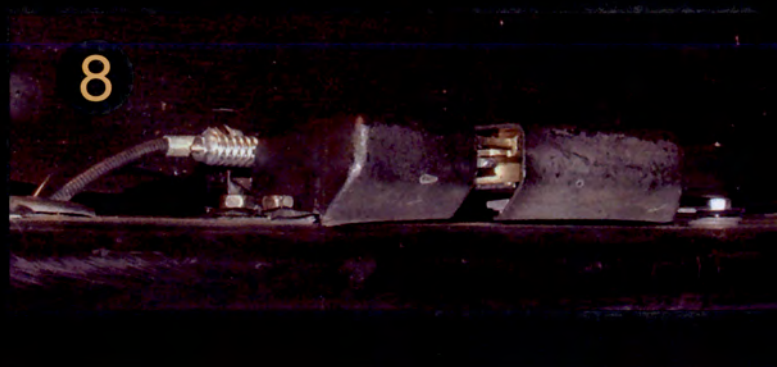
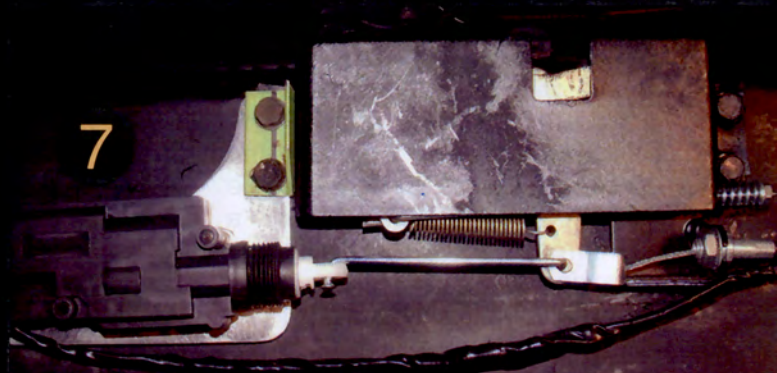
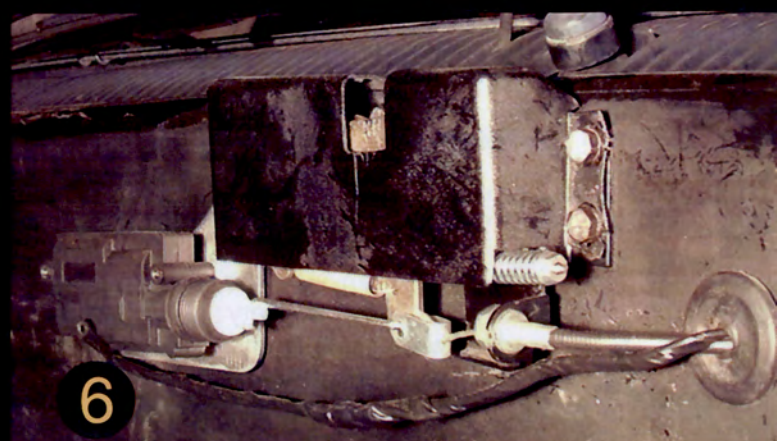
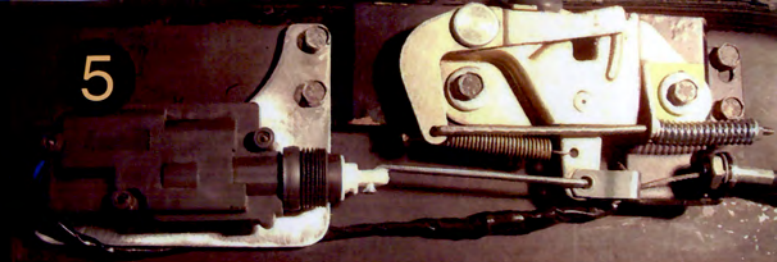
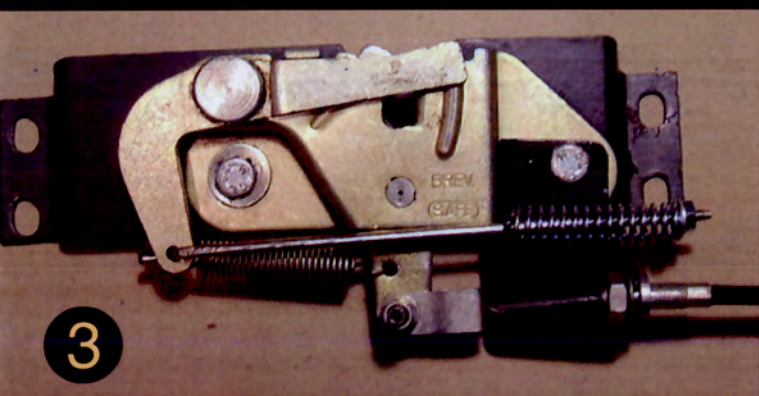
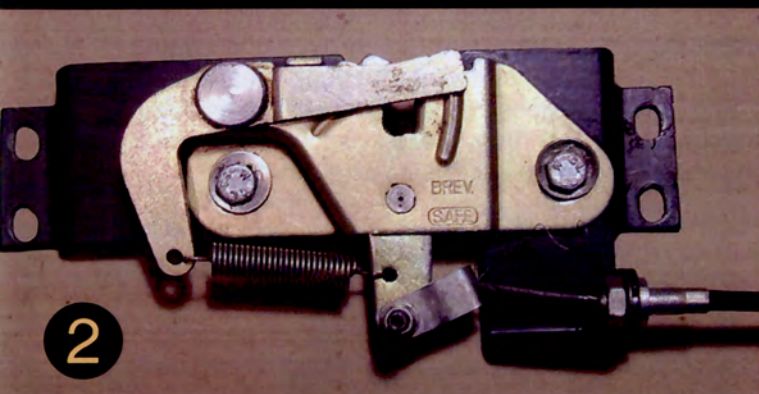
The installation of the Wings-A-Loft™ Remote Trunk Actuator is really pretty straightforward, and requires minimal disruption to the car. The relay with its pre-wired socket can be stashed

in the relay compartment for easy connection to the remote keyless entry module (such as the Wings-A-Loft™ line of controllers). Please note that the Wings-A-Loft™ Deluxe controller has a built-in dedicated power circuit for the trunk actuator, so this installation doesn't require a separate relay. A single wire is routed forward from the relay to the trunk to supply power to the trunk actuator. This wire can be placed under or alongside the center console, and then inserted through the rubber grommet that the trunk release cable goes through. Connect the remaining wires to the relay socket as shown in the installation diagram.

In the trunk area, you start by removing the black plastic cover from the trunk latch. Take the bolts out on one end first, remove the cover from that end, and then put the bolts back in and tighten. Repeat for the other end. You do this so that the latch is kept in the original position, assuming









that it was correctly positioned for proper latch function in the first place. You should see the stock DeLorean latch setup as shown in the photo, (figure 2) with the cover removed.

Detach the end of the return spring that is attached to the latch arm, and the right-hand bolt that attaches the latch to the bracket. Assemble the compression spring assist rod by sliding the small clip onto the threaded rod, followed by the spring, washer, and nut. Insert the “zee” end of the threaded rod (figure 3) into the hole in the latch arm, and position the assembly as shown in the photo.

Insert the latch bolt through the small clip, and tighten the bolt snugly. Re-attach the stock return spring onto the “zee” end of the spring assist rod.

Now, remove the small bolt that is used for the latch release cable, and the two bolts that hold the latch bracket to the underbody on the left side. The actuator comes assembled on the custom-made mounting plate. Insert the actuator linkage rod “zee” end through the actuator arm loop. Hold the latch release cable clevis on the latch arm, and insert the “zee” end through the clevis and the latch arm. The linkage rod now becomes the pivot pin for the release cable and the actuator.

Position the actuator assembly as shown in the photo (figure 5), and insert the two longer bolts provided with the kit (figure 9). Snug these bolts down temporarily. The

installation should look like the photo shown in figure 5.

Now, trim the right end of the plastic cover as shown in the photo (figure 4) to clear the spring assist rod assembly. Remove the two bolts on the right side (as you look at the installation), place the plastic cover, and reinstall and tighten the bolts. Then, remove the two bolts on the left end that are used for the actuator mounting plate, place the cover over the mounting plate, and reinstall the bolts. All of this “back and forth” activity is necessary to keep the latch in its original position. If the latch is moved, it must be readjusted for proper alignment with the catcher loop on the trunk lid. The installation should now look like that shown in the photos (figures 6, 7, & 8).

Connect the power wire and ground wire as shown in the installation diagram included with the kit, and connect the ground wire to a good chassis ground. The actuator must be aligned for best function by loosening the lower bolt on the left side, and rotating the actuator slightly until the actuator arm extends straight out when activated, without bending up or down during its stroke. When you find the “sweet spot”, which takes a bit of trial and error, tighten the lower bolt to secure the actuator in position. Secure the wires in any way you choose, so that they don’t get pulled loose when putting articles into the trunk.

You may need to tighten or loosen

the spring assist rod nut to get the right amount of trunk “pop”. Too much, and the actuator may bind up. Too little, and the trunk will not pop up properly above the latch. When you get it just right, you shouldn’t have to adjust it again.

A dab of grease on the latch arm and the catcher loop on the trunk lid can help the latch to release smoothly. Don’t use too much, or you’ll just make a mess. When correctly installed and adjusted, the trunk should rise up above the latch, and remain there until you pull the trunk lid open the rest of the way. Using this system, you can conveniently open the trunk without opening the driver’s door, stooping down, or tugging on the trunk while pulling the latch release handle at the same time. Is life good, or what?

As noted earlier, this system can be used with a toggle switch or push button (both momentary style) for “manual” operation. Since there are so many styles of switches available, and so many places to put a switch, this installation wasn’t covered in detail in this article.

For further information on this innovative convenience modification, or on any of the exclusive Wings-A-Loft™ line of products, please visit DeLorean Parts Northwest on the Web at [www.delorean-parts.com](http://www.delorean-parts.com). The author can be contacted directly at [Toby@delorean-parts.com](mailto:Toby@delorean-parts.com).







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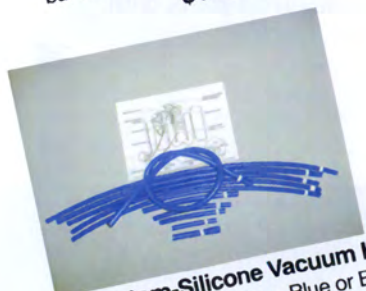
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# LIGHTS OUT?

don't get left in the dark

by: Jake Kamphoefner

***Have you had your headlight-switch meltdown yet?***

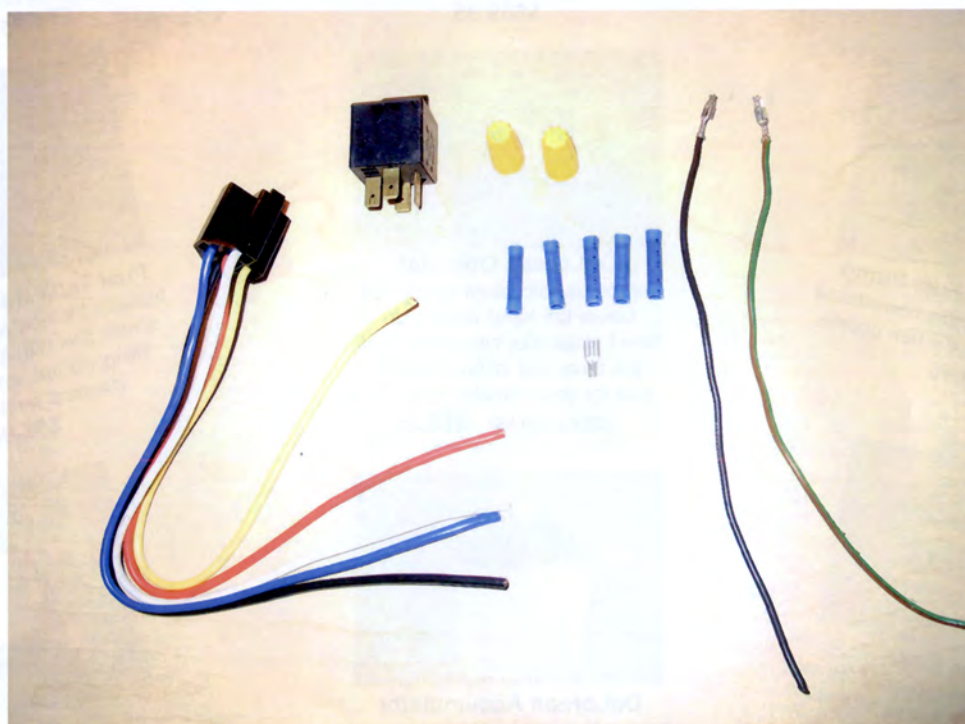
***Have you tried to locate a new headlight switch?***

***Would you like to prevent these problems?***

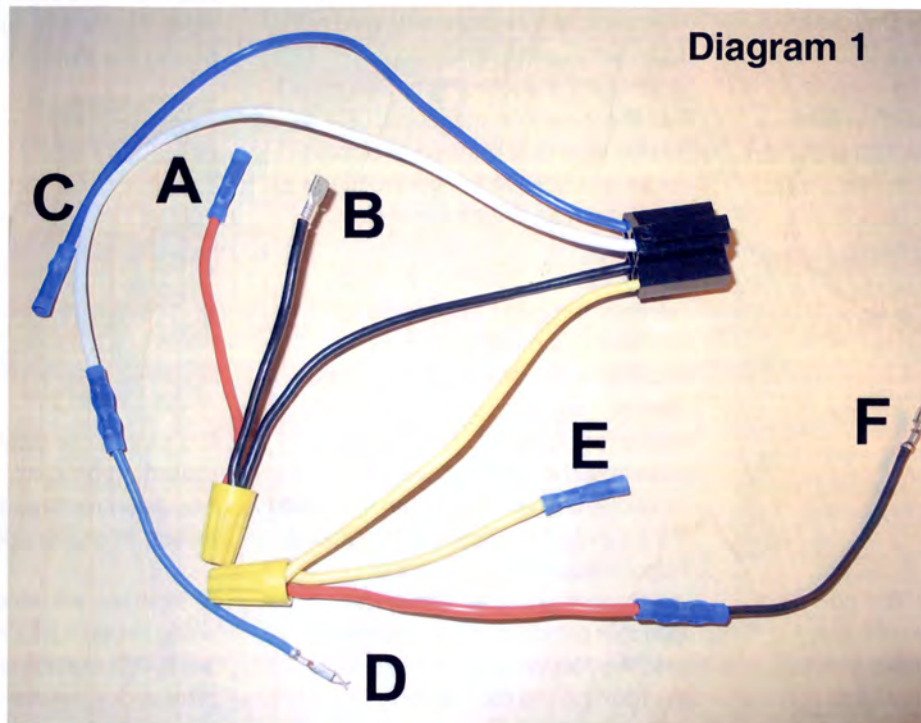
Well, with a few bucks invested and the assumption that you can crimp some wire connections, this article will help you stay out of the dark! The DeLorean tends to have a weak link at the headlight switch, and, in some cases, can cause extensive damage to the dash. This modification will eliminate the stress on the switch, and help prevent premature failure. Remember, anytime you do electrical work to your car, disconnect your battery. The following is a list of parts you will need, and a wiring legend to keep everything straight.

## Parts

Part	Suggested Source	Price
1 Bosch-style relay socket	<a href="http://www.partsexpress.com">www.partsexpress.com</a> , part number 330-075	\$1.50
1 Bosch-style 12-V 30A automotive relay (4 pin)	Radio Shack part number 275-226 or equivalent	\$6.29
2 wire nuts (14 gauge)	Any electronics supplier at a negligible cost	n/a
5 crimp butt connectors	Any electronics supplier at a negligible cost	n/a
Electrical tape (not shown)	Any electronics supplier at a negligible cost	n/a







### Legend

**A:** This is the ground input. Remove the **solid black** wire from the DeLorean lights master switch (LMS) socket, and crimp into this connection. (Corresponds to terminal 86 on the relay.)

**B:** This is the ground output for the backlight of the LMS. Use this connection to replace the **black** wire in the LMS socket you removed in step A. (Also corresponds to terminal 86 on the relay.)

**C:** This wire will be your output voltage to the perimeter lights. Remove the **red & green** wire from the DeLorean LMS socket, and crimp into this connection. (Corresponds to terminal 30 on the relay.)

**D:** This wire will be used to trip the relay to turn on the perimeter lights while the LMS is in the first or second position. Use this wire to replace the **red & green** wire in the LMS socket you removed in step C. (Corresponds to terminal 85 on the relay.)

**E:** This wire is the 12-volt input power. Remove the **brown & blue** wire from the DeLorean LMS socket and crimp into this connection. (Corresponds to terminal 87 on the relay.)

**F:** This wire provides power to the DeLorean LMS switch. Use this connection to replace the **brown & blue** wire from the LMS socket you removed in step E. (Also corresponds to terminal 87 on the relay.)

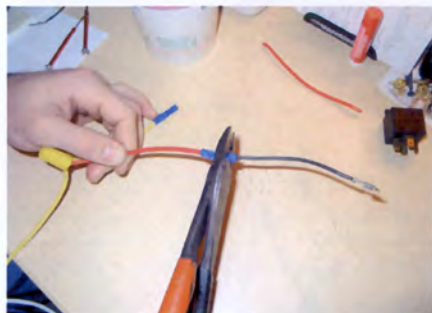
1. First, assemble the relay harness according to the diagram shown. Before moving any further, you should write down where all of the connections will go when it's time to install. Note all the wiring colors to avoid confusion later. This step is

very important! You will also need to decide how to perform the modification. For instance, it can be done without damaging the existing wiring in any way by using male spade connectors, and building your relay harness with some old Volvo

wiring connectors easily found at any salvage yard. The first time I built this type of harness, I intended to leave all the factory wiring unmodified, but I found I was not satisfied with the quality of some of the connections. As a result, I



use a hybrid: all connections that are removed from the DeLorean LMS socket, I replace with the Volvo connectors that lead to the relay harness. However, such critical connections as power and ground, I simply cut and crimp to ensure a



reliable connection. You can also use your existing connectors (instead of finding some Volvo ones) by crimping them into the relay harness, but this will require that you partially "build" the harness while you are installing it. Whichever method you choose, just be sure the routing of wires matches those in Diagram 1. Also, be certain the wire you choose to build the relay harness is the same gauge or larger than the factory wiring; failure to do so can result in a serious meltdown or fire. For another example of how to build your relay harness, see Jan van de Wouw's article at: <http://www.dmcnews.com/Techsection/lightrelays.html>

For my relay, I used the spare fifth wire (in the center) from the relay socket for the extra wire lengths needed in the harness. Insert a small jeweler's-style screwdriver into the small notch above the



socket to remove the wire. Then use crimp connectors and wire nuts to assemble the remaining connections according to Diagram 1. For the 3-way connections, I chose to use wire nuts instead of Scotch locks as I believe the connections to be cleaner and tighter that way.

2. (Optional) You may wish to partially remove the console to perform this modification as it facilitates placement of the wires, overall neatness, and increases visibility in general. For further details on how to remove the console, see Jordan Rubin's website for an excellent, illustrated article at: <http://retroserver.no-ip.com/deloreanmain.html>. However, console removal is not necessary, and the following example shows performing the mod by only removing the A/C panel.

3. First you will need to remove the A/C panel. Note the position of the three control knobs, and remove them by pulling directly toward you. Once removed, the center control knob will expose a small Phillips



screw. Remove the screw, and gently pull the A/C panel out. You will also need to note the location of the three light bulbs (cooling fan fail, defrost, and lock doors) as you gently remove them from the panel socket.

4. Next, you will need to remove the lights master switch (LMS). **Make sure the battery is disconnected before this step.** Though the removal of the LMS is quite simple, it can become somewhat awkward. Using one or

two flat-head screwdrivers, slowly work the switch out of the dash by prying the switch until the tabs on



the switch are past the black mounting bracket. Once the LMS has been removed, disconnect the switch from the socket.

5. Now you will need to evaluate the wiring to your LMS, and verify that it is stock. Your wiring should match the color codes mentioned in Diagram 1. You will be using the solid black wire (ground), the red & green wire (power to perimeter lights), and the brown & blue wire (12-volt input).

6. Working from the driver's footwell, feed all the un-terminated wires from your relay harness through the LMS mounting hole from behind the mounting bracket. This is most easily accomplished by temporarily tying all of the wires together at their ends, and reaching behind the console. This should place your relay socket just out of sight behind the front edge of the console in the driver's footwell, making replacement of the relay very easy.

7. Working with only one wire at a time, use a small, jeweler's screwdriver to remove only the





necessary wires from the LMS socket. Crimp these wires into the proper connection on your relay harness using the notes you made in step 1. This is easier to understand visually, so use Diagram 1 as a reference. Then replace the wires you removed from the LMS socket with the connectors that lead into your relay harness. Make certain that you have no exposed wires, by wrapping questionable connections with electrical tape or heat shrink.



8. When you are certain you have checked and rechecked your wiring, plug the LMS back into the LMS socket for testing.



Temporarily reconnect the battery, and test your LMS. The switch should appear to work exactly as stock. With one press of the switch, your perimeter lights should illuminate, and you will hear your relay click under the console. You may also hear the relay for the A/C panel lights click in your relay compartment if you still have it installed. The second push of the switch should turn on your headlights as you also hear the click of the headlight relay. Finally, the third push of your switch should turn all lights off.

9. Now disconnect the battery again, and reassemble everything in reverse order. Make sure your

LMS is fully seated and snapped into its mounting bracket, and that all wires are neatly routed, clean, and



not obstructing anything behind the console. Finally, reconnect your battery, and you're done! Now the relay handles the load of the perimeter lights, and the LMS barely sees any amperage at all.

I should note that this modification only protects your LMS from excessive current draw, which seems to be the demise of most of these switches. This mod will prevent the LMS from melting down, but does not fuse the circuit any more than stock does. I also recommend taking this time to clean all your perimeter light connections (particularly the fender-mounted marker lights) as those typically get rather dirty and rusty, causing much more resistance.



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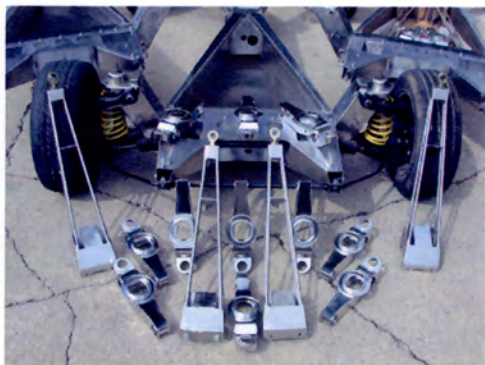
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# Wings With Power: A V-8 DeLorean Dream

I first fell in love with DeLoreans when I was eight years old, after seeing *Back To The Future*. Yea, I'm a *Back To The Future* child. I didn't even know the car existed until after I saw that movie, and even at that, I wasn't sure if it was a real car, or just a movie car. At age 11, I saw my first DeLorean in person, and knew that was the car I wanted. At age 15, I bought my first DeLorean, and have been "Living the Dream" (and then some) ever since.

My father and I work in the family business of performing at airshows all over the U.S. and the world. My father has been flying airshows for over 30 years. He sticks with the

flying part of it, while I, on the other hand, got more into the stunt part of things; wing walking, motorcycle to airplane transfers, and I fly as well. I will do just about any type of stunt out there. Some people call me crazy, and that may be, but it's a lot of fun. I grew up around airplanes, jets, jet trucks, and that sort of thing.

***"The DeLorean just seemed to fit the look for airshows with the gullwing doors and all."***

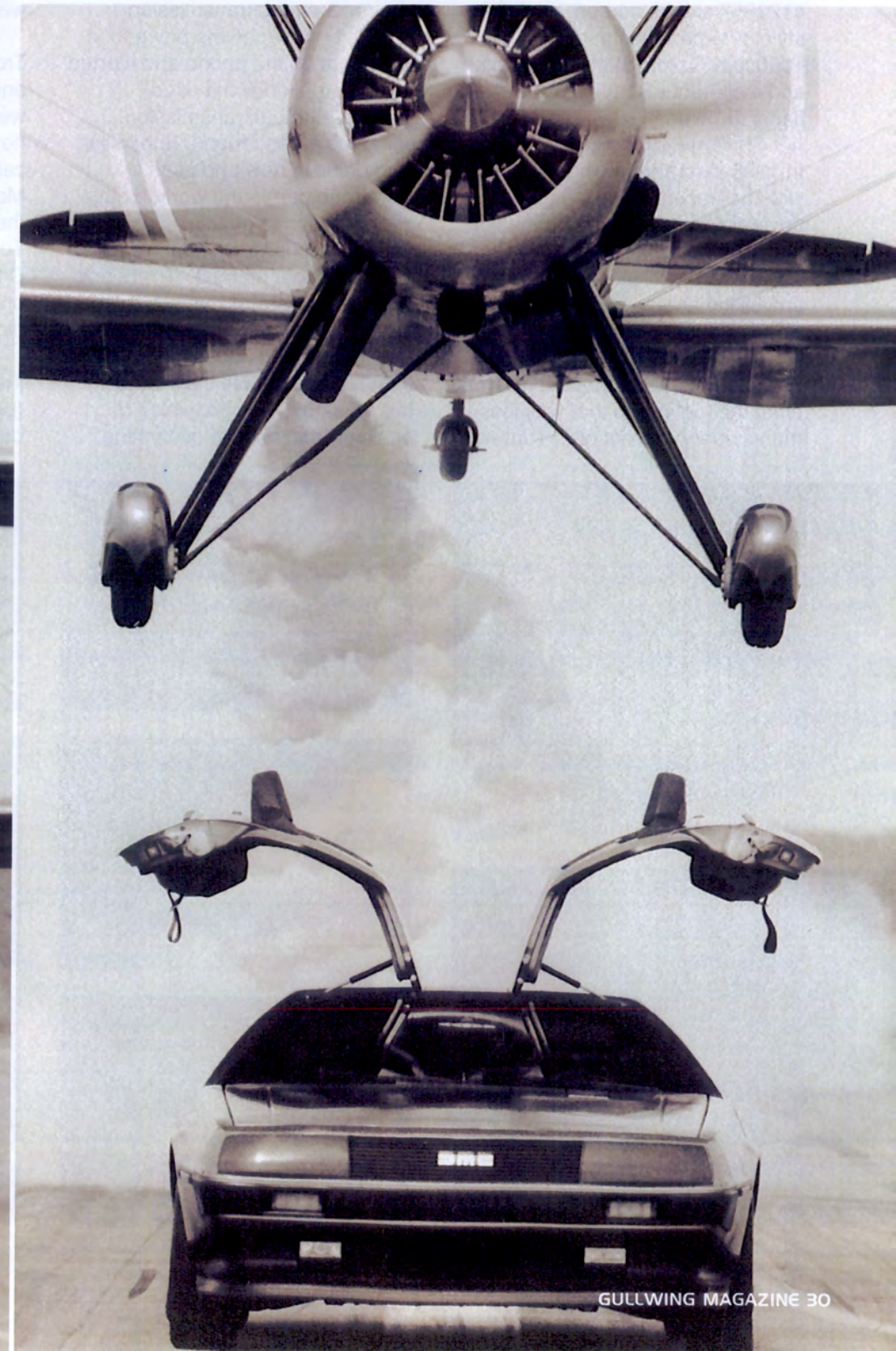
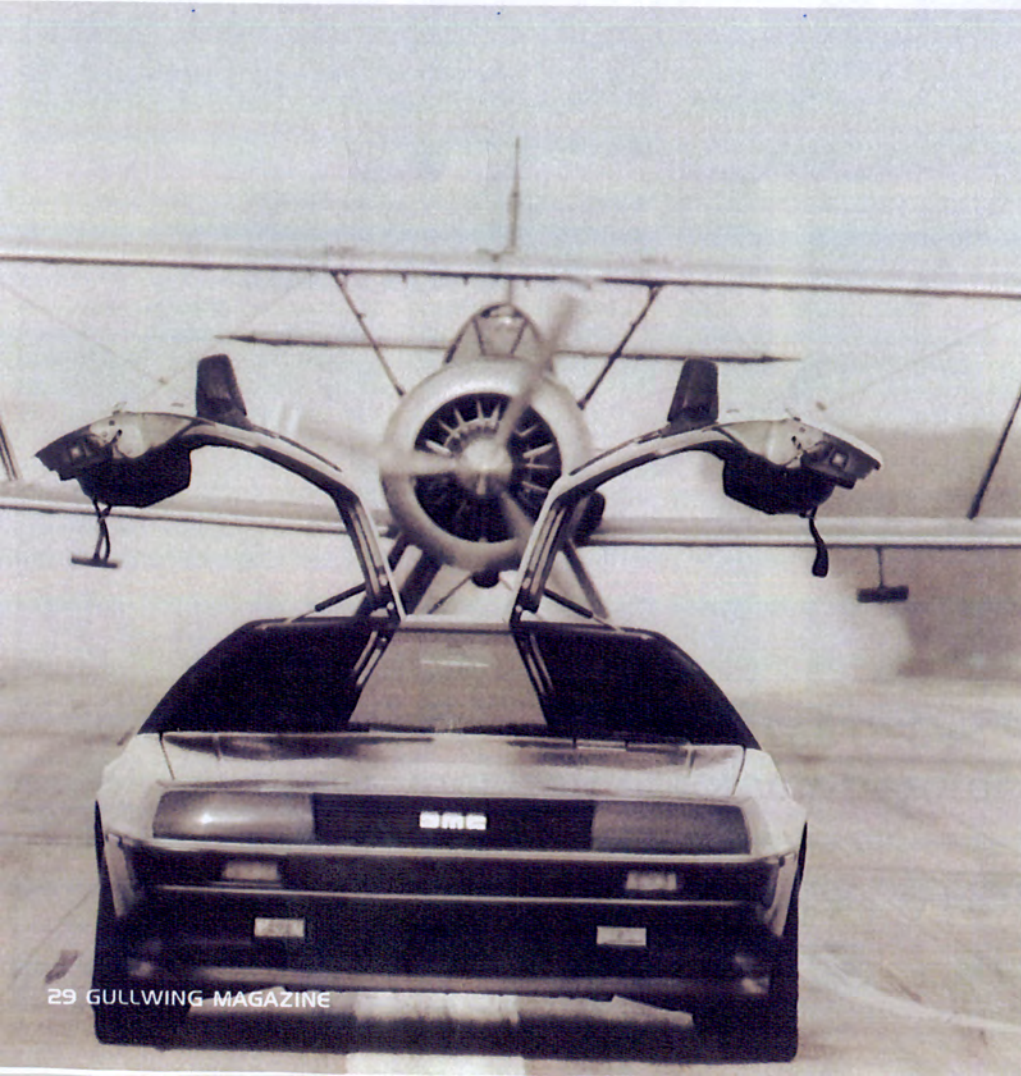
I do use the car from time to time in several different airshow acts.

My DeLorean is one of the most modified out there that still holds

the original DeLorean look, in my opinion. I bought the car in the fall of 1995 from the original owner. The car was an all-original 1981 DeLorean DMC-12 (pic 1), black interior, 3-speed automatic, VIN 2893, with around 24,000 original miles. My original plan was to keep the car stock, or at least anything I did to the car could come off and the car could still go back to original.

The first modification I did was a top-of-the-line Viper alarm system which was a "must have" for where I lived. Next, was window tinting which makes a world of difference in the looks of the car. Then came neon under lights, back when they first got started. Like most young teens at the time, I had to have a big stereo, so a 600-watt top-of-the-line (pic 2) system was installed.

**By: Kyle Franklin and Amanda Younkin**





I did other small modifications like adding a rear-wing spoiler to the back, more neon, strobe lights, and other little things. Up to this point, everything I had done could come off of the car, and it would be back to 100% original. Then came the stranger modifications. Getting ideas from an old video game I still play called "Spy Hunter", I started adding things like a high-density #122557 smoke screen, an A.G.-style dual-port ejector oil slick, 1000cp K.O. (pic 3) blinding lights, and a six-foot LS1 (pics 4 & 5) flame thrower.

In 1998, I started having problems with the transmission, computer governor, solenoids, and things of that nature. Anyone who has an automatic DeLorean knows what I am talking about. The transmission was stuck in third gear, and wouldn't come out. It was doing this intermittently, and, at the same time, the fuel pump that was less than a year old went out. That was

the last straw.

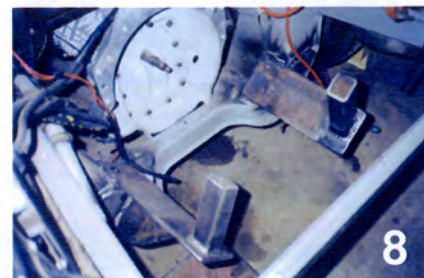
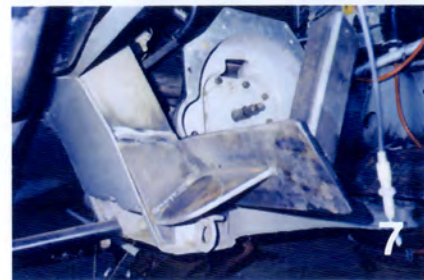
I had read (in a past DOA magazine) of a kid putting a 350 Chevy engine in the back of a DeLorean. I started checking into that, and couldn't find a lot of information. There were no kits, no parts, and no diagrams on how to do what I was wanting to do. I knew that if I put a 350 in the car, the original 3-speed transmission wouldn't hold up to the power of a V-8. I got on the phone and started trying to track down a used 5-speed manual transmission. I called up a good friend, Bob Miller, who deals in new and used DeLorean parts, and worked out a deal with him to get all of the parts I needed to change the car from an automatic to a manual. That's one thing taken care of. As you might guess, there are not a whole lot of DeLoreans with 350s in them, so trying to find people that had done this was next to impossible. I basically had to build everything

from scratch with the exception of the transmission bell housing, which now I wish I had. By far, the hardest thing about this entire conversion was trying to match up a 350 Chevy engine to a Renault transmission, but I'm getting ahead of myself.

First, I tore out the original engine and transmission (pic 6), and took the car to my bother's place which was right outside El Paso, Texas.

Troy, my bother, started working on engine mounts. He's a much better welder than I am. We weren't sure how to start on the mounts, so I called up Don Steger at DeLorean Motor Center, and asked him how the mounts were built on the Twin-Turbo 3.8 Buick Grand National DeLorean. He gave us some ideas on how to start, by sending me a few pictures of the Buick's mounts.

Troy found a 1/4 inch steel "I" beam (pics 7 & 8) that looked like it would do the job very well.









Troy started working on fabricating the engine mounts, while I started changing the car into a 5 speed. Putting in the peddle box was fun. The peddle box comes all the way up to the instrument binnacle (pics 9 & 10), so the whole dash had to come out.

We also installed the clutch master cylinder with reservoir and a new 4-core radiator to help with cooling the bigger engine. One thing I didn't know at the time was that the car frames are different between the autos and manuals. Where the shifter bolts on, the autos are about 2¼ inches lower than the manuals, so we had to build a lifted platform (pic 11) to bolt the new 5-speed shifter to.

Now came the hard part—trying to find a way to bolt a Chevy engine to a Renault transmission. I called Don Steger again to see if he knew of any conversion bell housings. He suggested using one of the bell

housings they had made for the Buick engine because it could be re-drilled to fit a Chevy, so I went with that. The used transmission arrived from Bob Miller, so we cleaned it up and checked everything out in it. I bolted on my new polish-aluminum bell housing (\$\$\$\$), and set the transmission (pic 12) in the car.

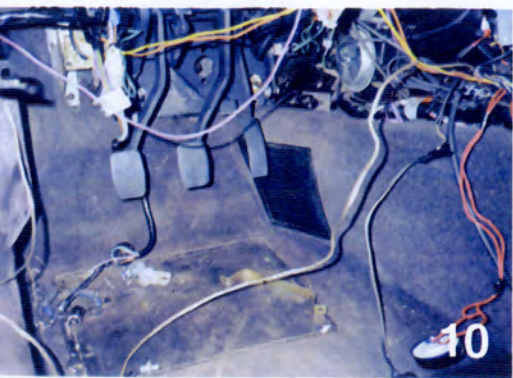
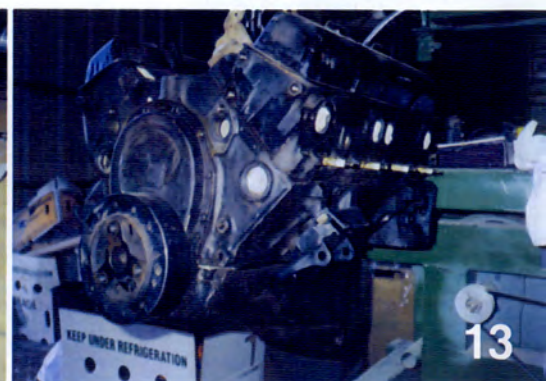
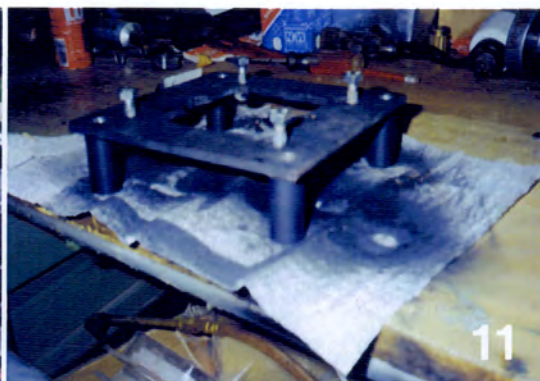
As usual, there's always a problem with something. The bell housing was hitting the rear cross member, and there was no way it was going in without cutting something. I wound up cutting about an inch and a half (\$300) off the back of the bell housing (better it, than the car frame) to make it fit. I finished hooking up the last of the shifter linkage, and that was finished for the most part.

Next came the engine. My original plan was to take a whole engine out of an old Camaro, and drop it into the car. Well that didn't happen,

and somehow I wound up with a used 350 Chevy long block (pic 13) with supposedly 40,000 miles on it.

The engine seemed like a good deal at the time. Troy gave me an HEI distributor, while I bought a performer manifold and a little more radical cam, a 750cfm Edelbrock carburetor, and a shiny chrome dress-up kit. That's all I did to the engine. I figured—get the engine in (pic 14), and I can go back and hop it up later.

At this point (half-way completed), the car was moved from New Mexico to Missouri for various reasons, where I continue to work on it on my own. One thing I forgot to mention is that when the car was in New Mexico, it was my senior year in high school. I was working on the car on the weekends, driving two hours from my place to my brother's, sleeping in my car, and leaving Sunday night to go back to school



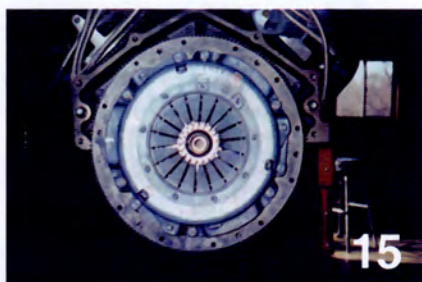






on Monday. I did this for three months until graduation, but it was all worth it.

Okay, the transmission setup was done, and I had the engine. Now all that I had to do was put them together. I went down to my local parts store, and picked up a clutch assembly (pressure plate, clutch disk, etc.), bolted it on, and set the engine in the car. Or should I say, *tried* to set it in the car! The engine with the clutch would not mate up to the transmission. It turns out the fancy bell housing I had bought would not hold a full-size (11 inch) Chevy clutch. The only way I could see to fix this, was to add a one to one and a half inch spacer plate between the engine and transmission, go with a smaller clutch, or find a whole new bell housing. First, I went ahead and bolted the engine and transmission up without the clutch to see how it fit. At this point, I didn't know if the car was going to go back together or not. With the fascia just hanging on the car, it was hitting the water pump on the engine. Yea, that ruled out the spacer plate. I wound up putting in a custom made nine and three-quarter inch clutch and pressure plate. I had the Chevy flywheel turned down to minimum thickness to try and make the clutch assembly as thin as possible. The flywheel (pic 15) was then re-drilled to fit the smaller clutch and pressure plate.



Next, came the clutch fork and throw-out bearing which are the parts that engage and disengage the clutch. This was made up of (through trial and error) a DeLorean slave cylinder and clutch fork (pic 16), as well as a custom mounting bracket, a later model Chevy throw-out bearing that had to be sleeved to fit the DeLorean input shaft, and a sleeved Chevy pilot bearing. It all went together, and it fit; not on the first time, but it fit!!!

The next step was getting the engine hooked up and running, which wasn't that hard as long as I had a DeLorean wiring diagram and a test light. One thing I love about a carbureted engine is that they only need one power wire to run, making engine wiring very easy. After getting all the electrical and plumbing worked out, the car was ready to start. And what do you know, the thing wouldn't start. After some tweaking and tuning, the engine (pic 17) came to life.

Now came trying and hoping that the car would go back together. Because of the extra two cylinders, I had to cut a lot of the back of the car out. Of course by this point, we had already cut out the rear cross support to put in the engine. I had to cut about two feet of the rear fiberglass out (pic 18), and a good chunk of the aluminum and foam bumper.



The fascia went on (pic 19), and with everything tightened up, there was only a 1/16 of an inch clearance between the fascia and water pump, but it was together.

The car was almost completely back together, so I took it out for a test drive to try out my new-found power. I drove about half a mile down the road, and the car didn't seem to be running all that well, so I turned around and headed back to the house. I didn't want to go that far anyway, because I was driving with open headers. About a hundred feet from my driveway, I felt a slight shudder, and the engine stopped. I couldn't get it to restart, so I towed my dead car up to the shop, and tried to find the problem. Running through things, I checked the oil, and what do you know, there was coolant in the oil. After pulling the car and engine back apart, I found that the engine had dropped a valve, which in turn shattered the number six piston. The car had been driven less than a mile.

By now, I was getting really sick of this project. I wasn't about to rebuild that engine. By the end of the week, everyone knew about the engine blowing. A friend suggested I go down to the Chevy dealer, and buy a crate motor. They had four different motors, but I went with the 330-horsepower 350 H.O. crate





engine (pic 20), which was the biggest one I could afford.

A friend and I took it home and started swapping things from the old engine to the new one, but there were a few problems. The engine that was in the car was an '84-style engine. The new crate engine was the new Vortec style which required a special manifold to fit the Vortec heads, and an externally balanced flywheel, which meant finding and getting a flywheel, and having it turned down as well as re-drilling to fit the clutch again.

I was now over 11 months on this project. The new engine was assembled and put in the car. It fired right up, sounded great, and ran like you wouldn't believe, but the car was still not completely together. I knew when I started this, that the engine cover would not go over the Chevy engine, so that was no surprise. The louvers, on the other hand, went on, but only cleared the top if the carb by half an inch. This posed a big problem—run with no air breather, or run without the louvers. I wanted the louvers on the car, but I couldn't find an air breather that would fit with them on. I tried every breather out there, and I wasn't willing to cut the louvers to make one fit. I finally built a temporary one (pic 21) out of three different breathers.

It looked liked crap, but it served its purpose. This one became temporary for over four years, until I finally found someone who was willing to build the breather I had designed.



The exhaust was another problem. There wasn't enough room for your standard muffler, which was fine considering I wanted a very distinct sound, but it also limited what I could put in. About the time I was finishing up with the car, *Super Trapp* came out with a new shorty muffler. *Super Trapps* are tunable muffler tips. By adding or removing discs, you can make the exhaust louder or quieter, and also adjust your engine's power levels, and they have a very interesting sound as well. I asked around, trying to find the best muffler guy in town to do the exhaust because the pipes were not going to be easy. I got several recommendations to see a guy right outside of town. I had a few things to do in that area, so that's where I went. I left the car, as well as the mufflers with him. A word of advice to everyone—never, never leave your car with someone you don't know or trust. Today, when I take my car to have someone else work on it, it never leaves my sight. No matter what their rules or policies are, I never leave the car!

In 30 minutes, this guy butchered what took over a year to complete. He had decided the way I wanted to do the exhaust was going to hang too low. He took it upon himself to cut chunks out of my engine mounts to make the exhaust fit tighter. I don't mean a little chunk, he almost cut one of the mounts in half, and on top of that, he tried to weld the stainless steel *Super Trapp* mufflers to his crappy steel exhaust pipe. The clamps to put the *Super Trapps* on were still in the box on the floor. I was not happy,



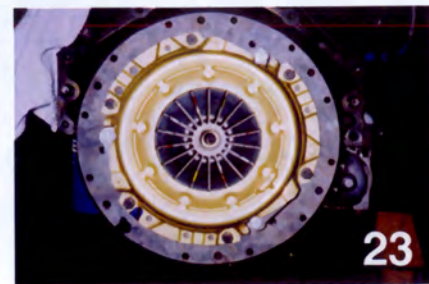
to say the least. I should have... well, I should have done a lot of things, but I let it go, and got my car the hell out of there. I then had to go back and fix the mess he had made of my engine mounts (pic 22), and have the *Super Trapps* fixed. That's another story in itself.

Well, after more than a year of work, and an empty bank account, my V-8 DeLorean was alive and winning every drag race she entered. Mustangs, Camaros, Firebirds, even Corvettes couldn't keep up. As of now, it'll go 0-60 mph in five seconds flat, and run the quarter mile in 13.7 seconds at 104 mph. I am currently in the process of putting in a 250-horsepower direct-port injection nitrous-oxide kit. When finished, it will be pushing 580 horsepower, assuming the DeLorean transmission will hold it. That's been one down side to this whole setup. I've been through two transmissions so far; broke the input shaft in half on one, and sheered off second gear on the other. Another problem I had was keeping clutches in the car. I've been through three clutches in the past five years. I finally had *Centerforce* (pic 23) build the last one (that's another story), and it's been in the car and holding for the past two years.

Something I've started looking into is a new Porsche transmission that I'm hoping might fit into the car.

Here's hoping.

I think that about covers most of the big stuff. This project was a lot of fun and a major nightmare as well,





but I'd do it all over again. It wouldn't be near as hard, now that I know how to do it. (pics 24, 25, & 26.)

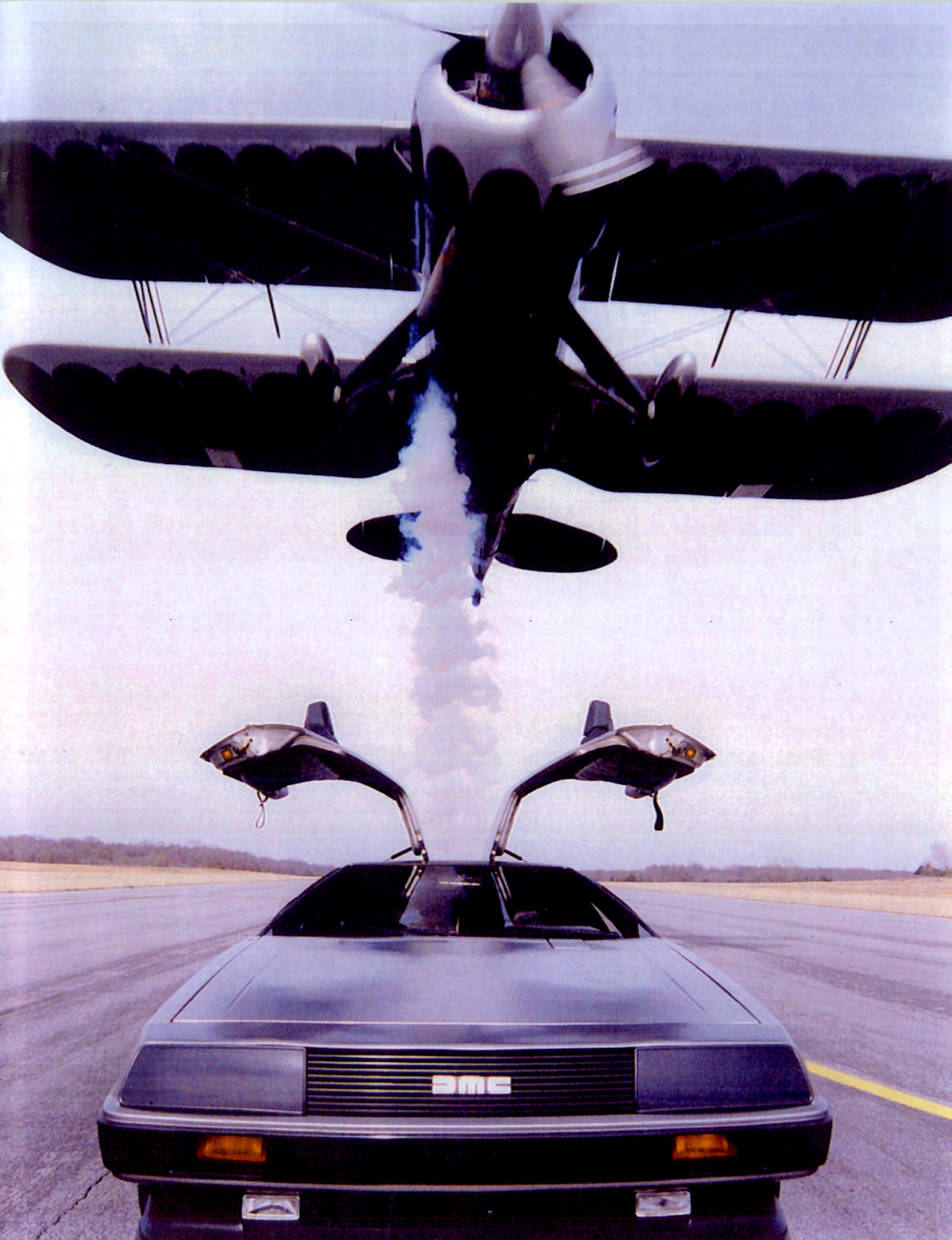
If anyone reading this has any questions on anything I've talked about, or has done, or knows of someone who has done an engine swap, I'd love to talk with you. One last note, I'm hoping to have my new KD2 flame thrower on the car for the Pheasant Run DeLorean Car Show in 2006. Hope to see you there.



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## *The Man*

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**John DeLorean** (born in Detroit, Michigan) was an executive in the automobile industry. His career began in the 1950s with Packard, and he was recruited by Pontiac in 1959. He developed the Pontiac GTO, first introduced in 1964. By 1970 he was moved to manage the Chevrolet division, and by 1973 he was promoted as the vice president of all North American Car and Truck divisions. By many accounts, he was the top candidate to be the next president of General Motors. Mr. DeLorean chafed at GM's management restrictions and resigned to start DeLorean Motor Company to produce an "ethical" sports car called the DeLorean Safety Vehicle (DSV).

By 1975, the designer was being enlisted, and sites were being considered for the DeLorean manufacturing facility. Beginning in 1979, as the factory was being designed and built in Belfast, Northern Ireland, the first prototypes were manufactured. The DeLorean entered into production as the DMC-12, and production cars were introduced in the United States in early 1981. Nearly 9,000 DeLoreans were produced from 1981 to 1983. In 1983 the company was forced to close its doors. John DeLorean was acquitted of all charges stemming from the collapse of the DeLorean Motor Company Dunmurry factory, and retired in Bedminster, New Jersey.

In 2000, John's presence graced the DeLorean community of owners/enthusiasts, and fans of "the man" during one of the largest gatherings of DMC-12s which was held in Cleveland, Ohio. During the weekend of events, he kindly and graciously signed many autographs and a few cars, posed for numerous photos, and gave a question and answer session. This was the highlight of the year for fans across the U.S. and around the world.

On March 17, 2005, Mr. DeLorean suffered a stroke and passed away two days later due to complications associated with the stroke. His engineering talents, kindness, and greatness will be missed by so many that shared his dream. Peace and comfort to his family, friends, and all that loved this truly unique and inspiring man.

**John Zachary DeLorean**  
**January 6, 1925 - March 19, 2005**